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Travel Tips on Travel Trips

Containing Suggestions for Real or Imaginary Journeys

Compiled by

ADELAIDE M. WOOD

and

LILIAN S. RUDDICK

for

The Travelogue Bureau

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THE TRAVELOGUE BUREAU

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TABLE OF CONTENTS

PAGE

General Suggestions 5
Into Morocco, the Land of Yesterday 6
A Pilgrimage to Fez, the Metropolis of the Moors 8
Through the Heart of the Moorish Empire 9
A Little Journey to the Cities of the Barbary Coast .. 10
Oases of the Algerian Sahara, a Trip to the "Garden of Allah" 12
Southern Spain, Land of the Hidalgo and the Don 13
To the Olympian Games in Athens 15
Grecian Journeys by Caravan Around the Historic Peloponnesus 16
The Wonders of Thessaly, the Country of the Meteora 18
Egypt, the Land of the Pyramids and the Sphinx 19
To Southern Italy, the Land of Sunshine and Song 21
Through Switzerland, the Playground of Europe 23
Round About Paris, or a Trip to the Quaint Corners of the French Capital 25
A Pilgrimage to Oberammergau, the Passion Play Village 27
Cycling Through Corsica, the Land of the Vendetta .. 28
A Trip to London, the Metropolis of the World 29
Sightseeing in Paris, the City Magnificent 30
Berlin, the City of the Kaiser 31
Norway, the Land of the Midnight Sun 33
Touring Sweden, Where the Boats "Go Up Hill" 34
A Journey to Denmark, the Island Kingdom 36
To St. Petersburg, the Imperial City of Russia 37
To Moscow, the Magnificent City of the Muscovites .. 39
Trans-Siberian Railway, Through a Land of Promise .. 40
A Trip Down the Amur, the Great Gateway to the Pacific 42
A Sojourn in Peking, the Capital of China 43
The Forbidden City, or a Visit to the Home of "The Son of Heaven" 45

TABLE OF CONTENTS

PAGE

An Excursion to Seoul, the Metropolis of the "Land of the Morning Calm" 46
A Jaunt Into the Interior of Japan, from Nikko to the Rapids of the Tenryugawa 47
Visiting the Cities of Japan, from Tokyo to the Sacred Islands of the Inland Sea 48
Touring the Hawaiian Islands, the Paradise of the Pacific 50
A Trip to the Edge of China 52
A Visit to Manila, the Capital of the Tropical Far East 54
Touring the Yellowstone National Park, the Wonderland of America 55
An Excursion to the Grand Canyon of Arizona, the Acme of Sublimity 57
A Visit to Moki Land, the Home of the Cliff Dwellers of Arizona 58

FOREWORD

THE reader following the itinerary of the BURTON HOLMES TRAVELOGUES will enjoy many delightful surprises as he journeys northward from the Mediterranean to Norway, tours Russia from the Baltic to the Pacific, makes a number of stops on his trip south to the Philippines, and crosses the broad Pacific to some of the wonder-spots of America. Because of these changes in clime and scene, many questions as to general preparation for travel will naturally arise, and it is the purpose of this little booklet, with which Mr. Holmes has no editorial connection, to furnish the reader with a few suggestions as to the countries and places of interest visited in the BURTON HOLMES TRAVELOGUES.

The information for "Travel Tips on Travel Trips" has been furnished by Adelaide M. Wood, who has spent many years in actual travel and the study of travel information; the booklet has been planned and edited by Lilian S. Ruddick. We believe that the reader, as well as the traveler, will find much of pleasing interest and lasting value in the offered suggestions.

THE PUBLISHERS.

TRAVEL TIPS FOR TRAVEL TRIPS

General Suggestions

What to Take with You. Some general suggestions as to the preparation for an "Around the World" journey may prove of interest. The traveler will wish to take just as little as possible, because foreign countries seldom have a free checking system, and all baggage is therefore an extra expense. A small steamer trunk will slip under the berth on the steamer, and the baggage charge will not be excessive on the continental trains. A man will find a heavy suit very advisable, for it is cold at sea, even in the summer. A cravenette, a coat sweater, bathrobe and slippers, a second suit of dark material, and a tuxedo—although the latter may be eliminated—should be available. Negligee shirts of flannel or silk with soft collars and cuffs, and a cap that will stay on are a great comfort. Include two pairs of easy, well-fitting shoes and only enough linen and other items to last en route, as the wardrobe can be added to quite cheaply in most of the countries visited. A woman should have a couple of tailored suits, one that will withstand all kinds of weather, and the other of some light-weight material; a sweater, cap and gloves; a heavy veil; an ulster; kimono; a one-piece dress of non-crushable material; several plain, and at least two dressy shirt-waists; a smart but simply trimmed hat, and the customary toilet and dress accessories. Little jewelry and aluminum or celluloid toilet articles instead of silver will be found advisable. Steamer rugs may be rented with the chair, from the deck steward, and need not be carried.

Routes and Tickets. The routes to the various parts of the earth are numerous, and each has its advantages. Reliable information may be had from the railroad and steamship companies. In foreign countries there are usually three classes of railway travel—first, second and third, the second-class being quite gen-

erally patronized by foreigners. Arrangements should be made long enough in advance to assure the traveler the most desirable accommodations. On board ship the nearer the center of the vessel your stateroom is, the less you will feel its motion. Outside rooms with windows or ports are lighter and better ventilated.

Baggage. The average amount of baggage allowed on most steamship lines is 300 pounds, and all pieces should be tagged or labeled with the name of passenger, steamer, date of sailing, number of stateroom and whether "wanted" or "not wanted" in stateroom. Trunks not over thirteen inches high, two and a half feet wide and four feet long will fit under the berths. In a few of the foreign countries baggage is carried free to a limited number of pounds, but as a rule the traveler will pay extra for every bit of baggage that is not carried in the hands. The baggage rates are generally low, except off the "beaten path."

Tips. On shipboard the minimum fee to the table steward is $2.50, or ten shillings; also to the stateroom steward. The deck steward and the stewardess will expect a minimum fee of $1.00, or four shillings. On the continent it is generally safe to adhere to the 10% ratio—10% of the hotel bill, divided among those who serve you. Do not be inveigled into tipping any who have not in some way earned it. To guard the traveler who does not speak a foreign language from any extortion, various tourist companies abroad issue hotel coupons which are accepted as cash whenever presented at the places mentioned in these companies' lists.

Into Morocco, the Land of Yesterday

In this twentieth century we find few countries where men have not changed their social, political and economic conditions to some degree of enterprise and progress. But in the Moors we see a people still embalmed in the superstition and restrictions of Islam as deeply as it was in 700 A.D. The intensity of their fanaticism is so great that the life of a Christian or a Jew is considered unsafe in some parts of the country. Their manners and customs remain much as they were a thousand years ago. This stagnation has been the reason for the lack of development of Morocco's natural resources. Its vast natural

resources were left almost untouched, its fertile soil lay fallow, and its industries were neglected. The Moors remained mediaeval because of their observance of the tenets of Mohammed. They even hold themselves somewhat aloof from other Mohammedan nations, because they are convinced that theirs is the only true interpretation of their prophet's religion.

In the last few years, however, Morocco, the land of the Moors, has been outwardly changing. Since the beginning of French dominion there has been much progress in the coast towns. There is but one regrettable feature of this civilizing process, that civilization means modernization and the destruction of those influences which combined to make Morocco unique among modern nations. The picturesqueness of barbarism must yield to the comfort and safety of civilization.

Tangier. Tangier is the commercial city of Morocco. Here is established the head office of the Moroccan State Bank. As this city is easily reached by steamer from Gibraltar it is usually the only part of Morocco seen by the traveler with limited time at his command. It is quite cosmopolitan in character, and it is the place of exile, political or social, of many people who find its policy of "no questions asked" a comfortable one. Its streets and markets are fascinating and charm the traveler from other lands by their unusual features.

Language. The language of the Moors is Berber, several dialects being used. On the plains and coast of Morocco Arabic is generally spoken. Of late years, since tourists have included Morocco in their itinerary, a mixture of many tongues is heard in the coast towns.

Transportation. Steamship service is reasonably frequent between Tangier and the other ports of the world, though in many instances transhipment at Gibraltar is necessary. There are practically no railroads. A railroad twenty-four miles long was laid from Casablanca to Ber Reshid, and another short railroad connects the town of Melilla with some neighboring mines. These are of no benefit to tourists. The interior of the country remains practically as it was a thousand years ago. Goods are transported by means of caravans, and there are not even the ordinary rest stations or caravansaries of other eastern countries to be found. Travelers have therefore to carry their own tents, food and any other conveniences desired—all goods to be carried on

the backs of pack animals. No roads and few bridges make progress through this "land of yesterday" somewhat difficult. In the mountainous regions a guard is necessary, as the interior is unsafe for foreigners.

Passports. It is advisable for travelers to be provided with passports, which are always valuable for the purpose of identification and save their possessors from many petty annoyances. They are necessary in Morocco for traveling inland or for embarking on board French steamers for Oran. Passports should be viséd by the consuls of the countries to be visited.

Hotels. For the first visit to this country it is wisest to patronize the hotels under European management. The food is usually prepared by a French chef, but native dishes can be obtained. It is necessary to be very careful in regard to the use of drinking water. The safest plan is to drink only the bottled waters.

A Pilgrimage to Fez, the Metropolis of the Moors

Arrangements. To anyone contemplating a trip into the interior of Morocco, a simple solution of the problem of transportation is to place the whole matter of arrangement in charge of a responsible guide. This man should be recommended by the manager of the hotel or a reliable tourist agency. He will provide everything necessary for the journey, mules for the traveler and his baggage, tents, food and the necessary servants. The guide will be prepared to meet every possible contingency, and will relieve the traveler of many troubles.

Compensation. The price asked for service, if the bargain is made with a native, will be at least twice the sum finally agreed upon. If arrangements are made with a tourist agency of the best standing, the amount charged will be much lower.

Difficulties. The tourist should remember the intense fanaticism prevalent in Mohammedan countries, especially in Morocco, and avoid any action which will give cause for resentment on the part of the native. A little observation and consideration for the customs of the country visited will carry one through any difficult situation.

Fez. This city, capital of the Moroccan Empire, is the principal distributing center of the country for European products.

It is the starting point of caravans going south into the interior of Africa. The city dates from the eighth century and is a stronghold of Islam. Articles of leather, rugs, silk, shawls and the "Fez" caps, or tarbush, worn by all Mohammedans, are here made.

Passports. In a country like Morocco the traveler will need his passport and any letters of introduction which he may be fortunate enough to secure. To travel into the interior it is necessary to secure special permission, and arrangements for the trip must be made through a Consul.

Clothing. The clothing for the trip to Fez should be of the simplest description. The weather is generally warm and sunny, and while clothes of light weight are necessary, laundering facilities are absolutely lacking; hence elaborate gowns are sadly out of place. It is a good plan to carry a quantity of worn underwear or lingerie and discard it when it is soiled. New outfits can be obtained from the fascinating shops upon the return to the coast towns. The traveler should remember that Fez is in the same latitude as Richmond, Virginia. During the hot season, white clothing is very cool and comfortable. The pith helmet, worn everywhere in tropical countries, is frequently seen in Morocco. A white umbrella with a green lining is a great protection against the sun's heat.

Through the Heart of the Moorish Empire

An Adventurous Journey. For the adventurous one searching for the realization of his youthful dreams of the magnificence of the Moors, a journey through Morocco will be a mingling of delight and disillusionment. The greatest danger to the traveler is the intense hatred of the Moslem for the Christian. Caution should be observed to avoid unnecessary antagonism.

Inconveniences. The traveler must be prepared for the lack of all comforts. If he can endure deprivations with a smile or a shrug, and simply say with the Moor—"It is written," and take life as it comes to him day by day, he is indeed a good comrade and a good traveler.

Roads. There are no roads or canals in Morocco, and no railroads of any convenience to the traveler. There are only trails for the caravans which traverse the country. Since the

occupation of northern Africa by the French, some effort is being made to build roads between Fez and the seaports, but the great obstacle is the Mohammedan prejudice against innovations.

Accommodations. The traveler who plans a trip into the interior of Morocco is a dweller in his own tent. It is well, however, to claim the hospitality of the tribesmen met on the way, thus insuring the protection of the different kaids, whose sacred duty it is to guard the traveler against harm.

Brigandage. The interior of Morocco is infested with roving bands of thieves, who take their toll of the villages, caravans, and the unprotected traveler. Unless accompanied by a guard the traveler will almost certainly suffer from their depredations.

Currency. The great variety of currency used in Morocco makes it necessary for the traveler to have some knowledge of the monies of all nations as well as the "hassani," or Moorish money. The rate of exchange fluctuates daily and sometimes hourly, but the American and English gold and the American dollar is always at a premium.

Holidays. There are three Sabbaths in Morocco, the Mohammedan on Friday, the Jewish on Saturday, and the Christian on Sunday. Consequently, some of the shops of the towns, as they happen to belong to the respective followers of these three religions, are closed on three days of the week; but there is no day on which all the shops are closed and business at a standstill.

A Little Journey to the Cities of the Barbary Coast

Algiers. To the tourist who has time to linger in his sight-seeing, Algiers will perhaps offer the greatest inducement. The climate is perfect, the situation of the city beautiful, and the city itself so modernized that every comfort is obtainable.

Hotels. The hotels are numerous and excellent, with a moderate tariff, and are usually under the management of Europeans. They are furnished with all the conveniences. Small villas can be rented by those who are tempted to dwell a while in this lovely place.

Bazaars. These are easily the objects of greatest attraction to the tourist. The wares displayed for sale fairly charm the money out of the pocket. The price asked for an article is usually two or three times the amount finally accepted. To many,

not the least part of the pleasure in buying is in the bargaining.

Amusements. As Algiers is a miniature Paris, the social life of the city is distinguished by its gayety and by its cosmopolitan character. Letters of introduction are necessary for the stranger who desires recognition from the social colony of Algiers.

Points of Interest. The city of Algiers, delightful as it may be, will not satisfy the traveler who wishes to know more intimately the Barbary Coast. A westward trip to Oran may be planned, with stops at the Hammam Rirha hot springs, where the tourist will find an excellent hotel, and on to Tlemçen, which was at one time the proud capital of the Moorish kingdom.

An eastward trip of unusual interest for scenery and tradition is to the Kabyle Mountains, about seventy miles east of Algiers. The trip to the foothills can be made by rail and stage to Fort National. In these mountains will be found the people who inhabited Algeria at the dawn of history. From Fort National, a military outpost, in the confines of which a little city has arisen, trips into the interior of this mountainous district, may be arranged.

Another eastward trip, which is about a day's ride by rail from Algiers, is to Constantine, the Wonder-City, perched upon the cliffs that rise a thousand feet above the level of the plain.

Railroads. The French have built wonderful highways through Algeria. They have created a railroad system traversing the northern part of the country, from the western boundary as far east as Tunis, and in addition are building southward into the desert. The railroads of Algeria are not yet equal to those of Europe, but they enable the tourist to travel in the manner to which he is accustomed, instead of by the primitive and slower methods of the native.

Language. The natives are rapidly acquiring the French language. The shop-keepers are clever linguists who can drive a bargain in almost any tongue.

Native Prejudice. It is well to call the attention of the traveler to the necessity of extreme caution in visiting the remoter and less frequented portions of Algeria, as hostility toward the Christian prevails here as elsewhere in Mohammedan countries. Women should not go unattended except on the most traveled streets of the cities, and then only in daylight. In visiting the Mosques the traveler is usually required to remove his shoes

before entering, but in some of the Mosques the visitor is provided with large yellow slippers, which are to be tied on over the shoes. A small fee should be given to the man who ties them on, and also to the guide. Oftentimes the tender of a piece of silver to the doorkeeper proves most effectual in obtaining permission to enter.

Money. The table below summarizes the coinage of Algeria, which is the same as that of France, and gives the equivalent values in United States money at the rate at $0.193 for one franc. It is simpler for the traveler mentally to consider the value of a franc $0.20; two francs $0.40; five francs $1.00. The monetary unit is the franc of 100 centimes.

Copper Coins	Silver Coins		Gold Coins		Paper Money	
Sou. or 5c..$0.0096½	50c.	$0.096½	5 f.	$0.965	50 f.	$ 9.65
	1 f.	.193	10 f.	1.93	100 f.	19.30
2 sous or 10c .0193	2 f.	.386	20 f.	3.86	500 f.	96.50
	5 f.	.965			1000 f.	193.00

Oases of the Algerian Sahara, a Trip to the "Garden of Allah"

The Sahara. The desert has much the same charm for the traveler as the sea. It has long been the theme of song and story, and to see it is like looking upon the familiar face of a friend. He who has been once under the fascination of these wastes of shifting sand can never lose the desire to return.

Transportation. Railroads and excellent highways take the traveler into the desert. But unless he has the added pleasure of a ride upon a real "ship of the desert," the camel, he will feel defrauded of some of his impressions. The manner of mounting is somewhat trying to the novice. One easily gets into the saddle while the animal is kneeling, but when it rises complainingly to its feet the rider is thrown backward and then forward and must cling tightly to the high pommel to keep from making an ignominious descent. The ground seems very far away, and the motion almost unendurable; but it is possible to ride very comfortably if the body is relaxed and allowed to yield to the swinging stride of the animal.

Protection from the Sun. In long rides under the African sun it is imperative that sufficient protection be given the head. A voluminous dust cloak, dark glasses and a heavy veil are necessary. Cold cream as a cleanser for the face is suggested, as water is always hard to obtain and the opportunities for its use are few.

Points of Interest. The traveler to the Algerian Sahara will find that through the perseverance of the French engineers a road has been perfected through the defile which pierces the chain of the Atlas mountains, and the glorious pages of Nature as revealed in the trip through the Gorges of Chabet may now be enjoyed without danger or discomfort. This trip may be taken overland by stage from Bougie, a port on the coast of Barbary, or by railroad.

Beyond the gorge are the ruins of Timgad, the African Pompeii, and a little further on the borderland town of Biskra, "The Mecca of the Moslem and Christian nomad." Before leaving Bougie travelers who desire to penetrate the desert and visit some of the interesting oases should make careful inquiries as to placing all arrangements for the desert trip in the hands of a reliable guide, recommended by the hotel or a tourist agency, as the guide will provide the necessary equipment and will be ready for every emergency.

Southern Spain, Land of the Hidalgo and the Don

Gibraltar. This town of about 20,000 is the port through which the ocean traveler enters southern Spain. The Rock, as the English proudly term Gibraltar, guards the entrance way to the Mediterranean and the lands beyond, and in ancient time was one of the two rocks known as the pillars of Hercules. The town has a motley population of Spaniards, Italians and Jews, beside a garrison of five thousand English soldiers. Cabs are always stationed in the space just beyond the custom house. The cab tariff is moderate and many of the cabmen speak a little English. After a short drive about the city, visiting the Alameda Gardens and passing other points of interest, the tourist should go to the entrance to the lower galleries of the fortress. From this point the visitor must proceed on foot. Cameras must be left at the guard house. These remarkable galleries were cut through solid

rock by the different owners of this mighty fortress, and through the apertures made for the cannon, and screened on the outside by shrubs and vines, wonderful views of the harbor and the lower rock can be obtained. The cannon guarding these lower galleries are old. The modern and effectual weapons of warfare are higher up and are not accessible to visitors.

Shops. The shops of Gibraltar are excellent. Beautiful laces, shawls, embroideries and articles of sandalwood and Toledo work can here be purchased for very little. It is not always advisable to pay the first price asked for an article, as a little bargaining may bring a substantial reduction. The merchants invariably speak English.

Landing and Embarkation Fees. The expenses of landing, and in some cases of embarking, are borne by the passenger. Various tourist companies issue tickets for this purpose, and they prove a great convenience to the traveler. They provide at a very low rate for the landing or the embarkation of the passenger, with a reasonable amount of baggage.

Passports. It is advisable for travelers to be provided with passports. The visé of a Spanish consul is not necessary, but will be found useful in traveling in provincial towns and country districts, as the tourist often needs some means of identification.

Customs. It is necessary for passengers to be present at the examination of their baggage and hand their keys to the inspecting officer, and it well pays to be civil and obliging. In landing at Gibraltar it is to be remembered that tobacco and wines are dutiable, also preserved fruits or any article containing sugar.

Railroads. Leaving Gibraltar the tourist crosses the bay to Algeciras, Spain, where the Spanish railway has its terminus. Here he boards the train for the interesting points in southern Spain, amongst which should be included a visit to Ronda, the cliff-perched and beautifully picturesque city of this land of sunshine; Seville with its wonderful old Cathedral and Giralda Tower, its Plaza de Torros, where the famous bull fights may be witnessed at certain seasons, its great tobacco industry and interesting shops, and Granada with its visions of oriental splendor and its famous old Moorish palace, the Alhambra.

Baggage. Baggage to the amount of 66 pounds is carried free on railroads in Spain. A passenger cannot claim more room for his hand baggage than is comprised in the space under

his seat or in the netting over his head. All baggage should be of such a character that it can be quickly and easily opened for customs' inspection. Insurance on all luggage is strongly recommended. This covers all risks of loss while traveling by land or sea, including loss by fire or theft, and while stopping at hotels. The rates are very low and the possession of insurance a protection.

Money of Spain. English money is used in Gibraltar, but across the frontier only Spanish money is taken. The bronze 5 and 10 centesimos nearly equal in value 1 and 2 cents American money. The silver pieces are the 50 centesimos, about 9½ cents; the peseta, 19 cents, and the 4 peseta-piece, equal to 76 cents. In gold there are the 20 peseta, value $3.84; and the 25 peseta worth $4.80.

To the Olympian Games in Athens

On the Way. It is necessary to know something of Italy as well as Greece in following the Travelogue itinerary to the Olympian Games, as the traveler will land in Naples and embark at Brindisi.

Customs. New wearing apparel, silk, lace, embroideries, tea, tobacco, liqueurs, perfumery, and sweetmeats are dutiable in Italy. If the traveler is courteous and obliging, little difficulty will be had in passing the articles purchased for personal use.

Passports. Travelers are liable to be called upon at any time to establish their identity, and in claiming mail or registered baggage a passport is frequently necessary.

Railways. There is a choice of routes from Naples to Brindisi. One route starts south from Naples, through Pompeii and Salerno, giving through service to Brindisi, a journey of 240 miles. The other route takes the traveler northeast through Caserta, Benevento, and Foggia to Brindisi, a distance of 270 miles. No baggage is carried free of charge on the railways in Italy.

Postal Arrangements. Mail directed in the care of a reliable tourist agency or a bank will insure its receipt. Travelers are advised to see that letters or parcels sent by them are weighed and properly stamped. Mail matter not fully prepaid is subject to an extra charge above the normal rate.

From Italy to Greece. From Brindisi to Patras, a distance of 251 miles, the traveler may travel very comfortably by one of several lines making weekly sailings. The boats are electric lighted and furnished with two-, three- and four-berth cabins. The train for Athens awaits the arrival of the boat at Patras, on the Gulf of Corinth.

Hotels in Greece. A distinct understanding must be had of the bargain made with the hotel keeper as to the price to be paid for rooms and meals. Overcharges are frequent and only those familiar with the language will succeed in reducing bills to proper proportions.

Precaution. Greece, like many of the European countries, is infested with fleas, as well as other varieties of vermin, and a package of insect powder should be included among the articles carried.

Clothing. The difference in temperature between sunshine and shade is very marked even in the winter time. A warm wrap is quite necessary when sitting out of doors in boat or carriage, or in the evening. Strong boots should be included for the rough walking. Dark glasses are advisable and may be purchased much more cheaply on the continent than in Greece. A wide brimmed hat with a scarf or "puggaree" will protect the head and neck from the intense heat of the sun.

Olympian Games. The original Athenian Stadium was laid out 330 years before Christ. About 500 years later a Roman citizen erected a stadium of marble, and in 1896 this was restored according to the ancient plans. Here were held the first of the modern Olympian Games. Past the entrance runs the road from Marathon. From the upper tiers of the Stadium may be seen the Bay of Salamis and the Acropolis of old Athens.

Grecian Journeys by Caravan Around the Historic Peloponnesus

Piraeus. Piraeus, the port of Athens, is five and one-half miles from Athens, with frequent train service between the two points.

Boats. In hiring small boats for short trips about the harbor, the tariff must be agreed upon before starting, otherwise an exorbitant fee may be levied en route.

Canal of Corinth. This canal extends between Posidonia on the Gulf of Corinth and Isthmia on the Aegean Gulf. It is 20,000 feet long, 26 feet deep, and about 70 feet broad. It is crossed by one railway bridge 141 feet above the surface of the canal. The canal being fitted with electric light is navigable by night as well as by day. The average passage is made in thirty minutes.

Railways of Greece. There are about a thousand miles of railway open to traffic. The cars are fairly comfortable and are first- and second-class. Greek railway time is thirty-five minutes in advance of Central Europe railway time. No general time-table is furnished. A list of trains may be obtained at the railroad stations. Travel by railroad is supplemented by carriages and the mule trains which are used for the mountain trails. Arrangements for journeys off the lines of railways should be made with an accredited guide who will assume all responsibility.

Passports in Greece. There are no special regulations in force regarding passports except for persons entering the country by way of the land frontier. A properly viséd passport is invariably a means of convenience and safety, and the traveler will find it advisable to carry one.

Route to Olympia. There is a choice of routes from Athens to Olympia. The first takes the traveler from Athens to Patras, then south from Patras to Olympia; the second from Athens south through Nauplia to Kalamata, thence north to Olympia.

Greek Calendar. The Greek calendar or Old Style is thirteen days later than the New Style calendar; for example, January 1 in the Greek calendar is January 14 in the New Style.

Money. The monetary unit is the drachma of 100 lepta. The circulating medium of Greece consists principally of paper. Notes are issued for 5, 10, 25, 100 drachma and upwards. Copper coins are the 5 and 10 lepta; nickel coins are 5, 10, and 20. The rate of exchange varies greatly, but the drachma, like the French franc, is worth approximately $0.193 in United States or Canadian gold. English gold is always at premium at the banks.

Cameras. There is no difficulty in regard to photographing in Italy or Greece, providing the camera is not used in the vicinity of fortifications. Films are more convenient to carry than plates and the tourist will find places in almost every town of any size where new films can be purchased and the exposed

ones developed. It is best to buy a special film that is prepared for use in warm climates.

The Wonders of Thessaly, the Country of the Meteora

Steamships. Volo, the chief port of Thessaly, is reached by the ships of the Hellenic Steam Navigation John MacDowall line, sailing at stated intervals from Piraeus. The voyage lasts about twenty-four hours.

Railways. The journey from Volo to Kalabaka, a distance of 101 miles, is made by rail. Kalabaka is the point from which the traveler proceeds by caravan to the ancient monasteries of the heights. It is advisable to place the management of trips of this nature in the hands of a reliable guide and allow him to take all responsibility for the arrangements.

Velestino. This is a little town, of about 1,600 people, on the site of the ancient Pherae, where tradition says that Apollo tended the flocks of King Admetus. The tourist must change cars at Velestino for Trikkala and Kalabaka.

Duties of the Guide. The agreement between the traveler and the guide who is to conduct him into the interior of the country is called a "symphonia." This agreement should be made with an appearance of leisurely indifference on the part of the traveler. Contracts formally drawn up and signed by both parties are sometimes used, but if the guide is well recommended verbal arrangements generally prove just as satisfactory. The price averages from forty to fifty francs a day for each member of the party. The duties of the guide begin when the party leaves the hotel, and end upon the return, or the arrival at an agreed destination. The guide pays all railway, steamboat or carriage fares, hires the saddle and pack horses, provides all meals, secures accommodation for the night, and is responsible for the comfort of the persons under his care. In case of a journey demanding such service, he must provide a good mattress and suitable bed-clothing for each member of the party. In the event of the traveler ending his tour at a distance from the home of the courier no additional compensation is necessary. A small gratuity, however, is generally added. Half the sum agreed upon is

customarily paid in advance to enable the guide to purchase food and supplies. The other half should be retained until the completion of the journey.

The Monasteries. A visit to the most important monasteries of the Meteora may be made in about five hours. At the Hagios Stephanos, accommodation for the night may be had. Food is supplied the traveler unasked, but compensation should be offered and is invariably accepted.

Vale of Tempe. This historic spot lies at some distance by carriage from the railway terminal Larissa, which is easily accessible by rail from Volo, a distance of thirty-eight miles.

Egypt, the Land of the Pyramids and the Sphinx

The Ports of Egypt. The traveler from America or Europe enters Egypt through one of her two northern ports, Alexandria or Port Said. Alexandria, a flourishing city since England's protectorate gave new impetus to its commerce, is situated on the Nile delta. Port Said, which owes its existence to the Suez Canal, lies near the eastern boundary and at the entrance to the canal. At Alexandria the passenger lands at the dock; but at Port Said he is taken ashore in a tender. Cairo being the objective point, the traveler loses no time in boarding the train which will carry him over the intervening miles to one of the most fascinating cities of all the world.

Railways. The railway service of Egypt is fairly comfortable. The cars are small and patterned after the English railway carriage. The dust is almost unbearable, and the windows, as well as the heavy wooden shutters which are necessary to exclude the sun, usually have to be closed. In leaving the compartment to go to the dining car be sure to have the guard lock the door upon your hand baggage, and securely fasten the windows, to prevent any loss from theft. A small tip to the guard will insure attention. At various stations fruits of different kinds will be offered to the traveler. It is safe to buy anything whose outer covering can be removed, thus assuring absolute cleanliness within. It is not advisable to buy the beverages offered for sale unless in sealed bottles with an European label intact. A fly brush is usually the first purchase made by the tourist, as flies are still one of the plagues of Egypt.

Cairo. This city with its oriental environment, mosques, bazaars, shops, and luxurious hotels is undoubtedly fascinating. Commanding a superb view, and situated about 250 feet above the town's level, stands the Citadel. Directly below the overhanging cliff the city itself spreads out. The Museum of Egyptian Antiquities houses a wonderful collection of mummies, statues and other specimens of the arts of the ancient Egyptians. The bazaars, the best of which are located on the Mouski, in old Cairo, are of great interest to the tourist. Here are found the Egyptian and Turkish work in gold and silver, sweetmeats, embroideries, rugs and other wares.

Language. Arabic is the language of the people, but so cosmopolitan is the tide of travel through Egypt that all languages are heard and interpreters are always available.

Dragomen. A list of guides licensed by the government can be found at the offices of the hotels. It is well to make use of the services of a dragoman for sightseeing or shopping as he can save the tourist's time and avert many unpleasant experiences.

Up the Nile. The traveler who wishes to go up the Nile will find a sufficient variety of transportation to gratify almost any demand. The quickest way is by rail, but to go by rail is to miss the whole charm of the trip. The slowest way is to sail up, in a Nile boat called a "dahabiyeh," but this way is very costly, both in time and money. The simplest and in many ways the most satisfactory way is to take one of the regular tourist steamers which make the trip to the second cataract and back to Cairo in about three weeks. Among the many points of interest are the site of ancient Memphis, the tombs and grottoes near Beni-Hassan, the ruins of Karnak, the temple and town of Luxor, and the Sphinx and the Pyramids at the edge of the Libyan Desert.

Money. The money and coinage of Egypt will be found remarkably simple and practical, the decimal system being used. The monetary unit is the piastre of 10 milliemes, which is worth five cents in United States money. There are ¼ and ½ millieme pieces of copper, 1, 2, 5 milliemes of nickel, 1, 2, 5, 10 and 20 piastres of silver, and 50 and 100 piastres of gold. Notes of 50 piastres, one pound Egyptian, 5, 10, 50 and 100 pounds Egyptian are issued by the National Bank. English sovereigns are current at 97½ piastres; English bank notes are subject to a varying exchange.

To Southern Italy, the Land of Sunshine and Song

Landing. Passengers arriving by steamer at Naples are landed by tender. Baggage is cleared in the harbor buildings near the landing stage. Trouble and delay will be avoided at the customs house if passengers are careful not to carry tobacco or cigars in trunks or suit cases.

Naples. This city is most pleasantly situated on the bay of the same name, whose charms have been sung in song and story. As a background for this gorgeous setting, there is Mount Vesuvius in its terrific and overpowering grandeur. A visit to the National Museum, where the objects excavated in Pompeii and Herculaneum are to be seen, will amply repay the tourist; also to the Aquarium, which has been pronounced one of the finest in the world.

Railway Time. The Italian clocks and timetables are arranged on the twenty-four hour system; the hours from midnight to midnight being numbered consecutively from one to twenty-four. Thus in Italy 24.01 means 1 minute after midnight, 12.01 means one minute after noon, 17.25 means 5.25 P. M. and 24.0 is exactly midnight.

Italian Railway Regulations. The traveler in Italy should exercise special care in complying with all printed regulations of the railway tickets. It is advisable to write one's name on a gummed label and affix same to the outside of the ticket case. If the railway ticket is demanded for inspection by an Italian official, the tourist should be very careful to see that he is given back his own ticket, thus saving unnecessary confusion.

Baggage. No baggage is transported free on Italian railroads with the exception of the small hand bags carried by the passengers. Insurance of all baggage is advised. The rate is very low.

Letters. Letters and parcels should be clearly addressed, and "Mr." instead of "Esq." should be used. Writing must be distinct, and it is well to underline the surname. Persons applying for letters should present their cards or passports, or a photograph with a clearly addressed envelope, as the postal authorities often find great difficulty in reading English names.

Customs. The only dutiable articles which the traveler is likely to carry into Italy are tobacco and spirits, and on these the duty is trifling.

Cabs. Cabs are cheaper in Italy than in any other country in Europe. The tariff will be found posted inside the cab. A small gratuity, not over five cents, should be given to the driver in addition to the fare.

Italian Money. The monetary unit is the lira of 100 centesimi, the equivalent of $0.193 in United States or Canadian money. The following table gives a complete summary of Italian coins and notes and their equivalent values in dollars and cents:

Copper Coins		Silver Coins		Gold Coins		Government and Bank Notes	
5c	$0.0096	1 lira	$0.193	5 lire	$ .965	5 lire	$ .965
10c	.0193	2 lire	.386	10 "	1.93	10 "	1.93
20c (Nickel)	.0386	5 "	.965	20 "	3.86	50 "	9.65
						100 "	19.30
						500 "	96.50
						1000 "	193.00

Hotels. Hotels in Italy are numerous and it is easy to find accommodations suitable to the means of the traveler. Lists of hotels with their location and tariffs are to be found in the guide books, or secured at the tourist offices. Upon the departure of the guest gratuities are expected by the hotel servants for services rendered.

Guides. The services of a guide may be secured in all the principal cities of Italy. He should be recommended by the hotel or tourist office, and the amount to be paid for his services should be clearly understood by both parties.

Language. A "phrase book" especially prepared for the use of travelers is of great assistance. Sentences expressing the needs of persons traveling are given in English, French, Italian, German and Esperanto. These books may be obtained at railway stations.

Shops. The traveler will want to buy corals in Naples, mosaic work in Florence and Rome, and lace and beads in Venice. There are so many beautiful things displayed that the difficulty is not in the buying but in the wise selection. As in every foreign country, the traveler should be careful to buy only articles which he knows are genuine or else buy from firms upon whose integrity he may rely.

Through Switzerland, the Playground of Europe

Accessibility. Travel has been made so easy in Switzerland, and the points of interest are so accessible by train or boat, that it has become the most cosmopolitan of the countries of Europe.

Passport. It is advisable to have a passport for purposes of identification.

Hotels. Comfortable, commodious hotels abound, and there are excellent pensions for the traveler of moderate means. The price of rooms usually includes breakfast. At resorts such as Interlaken and St. Moritz, an additional charge is customary if neither of the other two meals of the day is eaten at the hotel. In the cities, however, this charge is less usual.

Language. English is now spoken in all the first-class hotels, and interpreters are to be found at all railway stations. The numerals in French, German and Italian can be easily learned and a phrase book is a convenience.

Money. The coinage of Switzerland is like that of France. The franc of 100 centimes ($0.193) is the unit. French, Belgian, Italian and Greek coins are in circulation and the traveler must exercise care lest he receive foreign coins which are not current.

Customs. New wearing apparel, hats and bonnets, tea, coffee, provisions, soap, salt, sugar, confectionery, wines and spirits, perfumery, tobacco, stationery, jewelry and candles are dutiable. Examinations of luggage are made at stations nearest the frontier. Passengers must always be present and deliver their keys to the customs officer.

Baggage. Baggage is not carried free of charge on the railways of Switzerland. Only the handbaggage of the traveler is allowed in the railway carriage.

Season Tickets. The Swiss Federal Railways issue season tickets, called "Abonnements," which are a great convenience to the traveler. Information concerning them may be easily obtained. They are non-transferable, and are good for various periods from two weeks to one year. They are accepted on all the state railways and steamers, and also entitle the holder to a discount on most private lines. These tickets are unlimited as to mileage.

Climate and Clothing. The climate of Switzerland varies with its altitude, the lake levels being much warmer than the mountain tops, which are covered with perpetual snow and ice. The discretion of the traveler must be exercised as to the quantity and weight of clothing required for the varying temperatures which may be experienced in the course of a single day.

Season for Travel. The spring months, March, April, and May, are the most delightful time of the year for a visit to Lugano and the Italian Lakes district, and May and June for the mountains. Many of the loveliest wild flowers are then in bloom and all Switzerland is in the perfection of its beauty. The fashionable "season" comes a little later, in July and August, and at that time the hotels are crowded and prices higher. Many winter sports have been introduced and those enjoying the bracing atmosphere of the snow-covered countries will find a winter trip to Switzerland a delight.

Points of Interest. There are a great many points of interest to the traveler in Switzerland, a few of which are Lake Geneva, beloved by Byron; Lausanne, with its famous cathedral, and the house where Gibbon wrote most of his noted history; Rhone Valley, with Zermatt and the Matterhorn; the Swiss-Italian lakes, Como and Maggiore; the Grisons with the Engadine; Lucerne and its lake of rare beauty; and the Bernese Oberland with its mighty giants, the Eiger, Mönch and Jungfrau.

Mountain Climbing. Those who wish to try the arduous feat of making the ascent of one or more of the mountains by their own effort and skill, can arrange for such excursions with the regular guides who make a business of mountain climbing. The guide will assist in the selection of the proper outfit, including the Alpine stick and ice-ax. The rate of payment for these guides is fixed by the Central Committee of the Swiss Alpine Club. The guides pay their own expenses when stopping at hotels, but en route the charges are borne by the traveler. The ascent of Matterhorn is begun at Zermatt. Lauterbrunnen is the center from which Jungfrau excursions may be made. A visit to the great Glacier is made from the Jungfraujoch Station on the Jungfrau Railway. Travelers are warned not to go any distance from the station without a guide. The paths from Weggis and Goldau (a station on the St. Gothard Railway some miles from Lucerne) are the most frequented

and best kept in that region. Of the two routes mentioned the path from Goldau is perhaps the most impressive in its sudden revealment of the entire vast panorama of the Alps. Another charming excursion from Lucerne requiring about a day, is that of the ascent of the Rigi *Hochfluh*. From Gersau, which is reached by steamer from Lucerne, the path leads the traveler in a walk of about three hours to the summit.

Round About Paris, or a Trip to the Quaint Corners of the French Capital

City of the Seine. Paris is naturally divided into three parts; the quarters on the right bank of the Seine, the Isle de la Cité and the Isle St. Louis, and the quarters on the left bank of the Seine. The Seine with its flotilla of merchant ships and barges, the many bridges spanning it from shore to shore, presents an ever-changing picture of which the observer never tires.

Transportation. Steamers, steam and electric railways and automobiles transport the tourist to the beautiful environs of Paris. On ordinary railroads in France 66 lbs. of baggage may be carried free.

Customs. In France the importation of matches and playing cards is strictly prohibited, and if found in baggage they are liable to be confiscated. Tobacco, wines, and liqueurs are subject to a considerable duty.

Money. The standard monetary unit of France is the franc of 100 centimes, worth $0.193 in the United States or Canadian money. As France belongs to the Latin Monetary Union its standard unit has the same value as that of Belgium, Switzerland, Greece, Spain and Italy. The table below gives a summary of French money, with its approximate equivalents in dollars and cents:

Copper and Nickel Coins		Silver Coins		Gold Coins		Bank Notes	
Sou or 5c.	$0.0096½	50c.	$0.096½	5 f.	$0.965	50 f.	$ 9.65
		1 f.	.193	10 f.	1.93	100 f.	19.30
2 sou or 10c	.0193	2 f.	.386	20 f.	3.86	500 f.	96.50
		5 f.	.965			1000 f.	193.00

Catacombs. These former quarries furnished the stone to build "old" Paris. They occupy nearly a fourth of the whole Paris area. In 1786 it was decided to transform these quarries into catacombs and bury there the bones of persons interred in the churches and cemeteries of Paris. Permission to visit the catacombs must be obtained from the Chief Engineer of the Department of Public Works (Prefecture of the Seine).

The Sewers. The sewers of Paris are examples of wonderful engineering and can be easily explored even by ladies. Visitors descend from the Place du Chatelet. A trip to the sewers may be made on the second and fourth Wednesdays of the month. Permission must be obtained from the Department of Public Works (Prefecture de la Seine).

Montmartre. The Butte Montmartre, which is crowned by the Sacred Heart Cathedral, is a center for Bohemian life in Paris. Here are located the eccentric and curious cafés and cabarets, such as the "Le Moulin Rouge" (The Red Mill), and many others which have taken their names from "natural or unnatural" history.

Sèvres. One of the oldest towns in the vicinity of Paris is Sèvres. It is situated on the left bank of the Seine en route to Versailles. Here is the old palace of the dukes of Brancas and the celebrated porcelain factory, which is open to visitors on certain days. Permission to visit these workshops must be obtained at the office of the factory.

Versailles. A ride of forty or fifty minutes by tram brings the tourist to Versailles, where are to be found the celebrated palace of Louis XIV and the two equally famous Trianons. The galleries of the palace contain hundreds of paintings and statues, many of artistic excellence and all of great historical interest.

Fontainebleau. This charming spot, with its many historical associations, lies about thirty-seven miles south of Paris. The traveler leaves Paris at the Gare de Lyon, the station for the railway to Lyons. Fontainebleau has been for centuries the playground of the rulers of France. Napoleon alone spent more than $2,500,000 on various improvements in the palaces and grounds. The great forest of Fontainebleau, whose 66 square miles are noted as the haunt of French landscape painters, will well repay an afternoon's drive through its shade.

A Pilgrimage to Oberammergau, the Passion Play Village

A Unique Village. Oberammergau is unique among the places of interest visited by the stranger in Europe, but it is only every ten years that the flood tide of travel flows in its direction. The village lies about forty-three miles southwest of Munich, and can be reached most conveniently from that city. The journey is made by rail, the traveler changing at Murnau to the short line of railroad which has replaced the long carriage ride from Murnau to Oberammergau.

Munich. Munich, the capital of Bavaria, is one of the most interesting cities of the German Empire and well worth all the time that can be devoted to it. Its ancient gates, art galleries, and industries are all objects of absorbing interest. Its name in German is München, the city of the Little Monk, and the story accounting for this name is an ancient one.

Baggage. No baggage is carried free on German railroads; the expense of transportation depends on weight and distance. Only the hand baggage is permitted in the railway carriage.

Customs. New wearing apparel, toys, soaps, cigars and cigarettes, tobacco, wood and bronze ware are dutiable. Baggage is examined at the frontier, unless sent registered to some special point where the examination is then made.

Hotels. Rooms in the hotel at Oberammergau must be secured long in advance. It is considered very desirable, however, to be assigned to rooms in the homes of the villagers, and preference is given to those who apply first for this privilege. The tourist planning to visit Oberammergau during the Passion Play should make his arrangements far enough in advance to secure desirable accommodations.

The Play. The performance is regarded as an act of divine worship by the villager, and is given with the deepest reverence. General interest in this remarkable work was first shown in 1850, and since then many articles and descriptions have been written concerning it. The actors are selected from the inhabitants of the village and its environs. In many instances the same parts have been played by successive generations of the same families. It is considered the greatest honor to be permitted to take part in the play and the deepest disgrace to be excluded

from it. This sentiment has had its effect upon the moral character of the villagers. To play the part of Christus is considered one of the greatest earthly honors obtainable.

Cycling Through Corsica, the Land of the Vendetta

Corsican Ports. The visitor to the island of Corsica usually enters by one of three ports: Ajaccio on the west coast, Calvi on the northwest, or Bastia at the extreme northeastern part of the island.

Steamship Service. Weekly steamship service to Corsica from the continent is given by the Fraissinet (French Mail) Steamship Co., between Marseilles, Leghorn, Bastia and other Corsican ports. There is also a weekly steamship service between Nice and the Corsican ports. The itineraries of the steamers are subject to change, and the passenger must inform himself as to the accommodations available on board, as some ships do not provide sleeping quarters. Passengers at Marseilles may embark at the Quai de la Joliette or Mole de l'Abattoir.

Railways. Railways connect the three principal coast towns of Corsica—Ajaccio, Calvi, and Bastia.

Roads. The French have constructed magnificent roads throughout the interior of the island. Arrangements for a trip by carriage into the island should be made through the American or British Consul at Ajaccio or Bastia.

Money. French money is current in the island. Some French colonial coins are used.

The Island. Approached as it is from the sea, Corsica is a frowning pile of rock giving little idea of the great beauty of its interior. The island is of special interest to admirers of Napoleon, for here, in 1769, in the little town of Ajaccio, was born the man who was to wrest the imperial diadem from the hands of the very Pope of Rome.

Climate. The climate of Corsica ranges from warmth in the lowlands to extreme cold in the mountains. In the intermediate districts the climate is temperate and healthful.

Inhabitants. The Corsican is simple in his manners, dignified, proud and possessed of native courtesy. Hospitality is

always offered the stranger. The Corsican is implacable and vengeful toward his enemies and in all questions sides with his clan or family. In business he is unenterprising; a political career being the ambition of almost every man, agriculture and commerce are neglected. In spite of increasing contact with the rest of the world, the Corsican remains much as he always has been.

Fishing and Hunting. Only those holding a government license are permitted to fish or hunt on the island of Corsica. Fish and game are very plentiful, and the mountainous interior makes both sports attractive.

A Trip to London, the Metropolis of the World

Arrival. Visitors to the city of London can enter by railway, road or steamer. With the exception of Charing Cross, the terminals of the great railway trunk lines entering London are on the outskirts of the central area known as "the City." The stations of the four railway lines from the north are Marylebone, Euston, St. Pancras, and King's Cross. Paddington is the terminus of the western system, and Liverpool Street Station of the eastern system. The southern lines of railways end at Victoria, Charing Cross, Waterloo, Holborn Viaduct and London Bridge.

Roads. The great roads into London, the highways for stage coach and motor cars, are the Uxbridge, Harrow and Edgeware roads from the northwest, which meet at the Marble Arch; the Finchley and Edmonton roads from the north; the Epping, Romford and Barking roads from the east; and the Kingston, Brighton and Dover roads from the south.

Docks. The docks all lie east of London Bridge and extend as far as Tilbury, about twenty-seven miles down the river Thames.

Railway Lines in London. The chief railway lines used in inner London are the Metropolitan, the Metropolitan District (commonly known as the District) and the Central London Railway. The latter is a tubular underground railway operated entirely by electricity. Other electric tubular railways connecting en route with the Central London, make the underground railway system of London very complete.

Hotels. The higher priced hotels of London are in the West End. The more moderate priced hotels are in what is known as the Bloomsbury district and in "the City."

Omnibuses. The familiar 'bus traverses London in all directions from early morning till past midnight. The names of the terminal points and the streets passed through are generally printed on the outside of the vehicle. A table of the legal fares is posted inside. For any distance within "the City," the fare is one penny, or two cents, American money. The principal 'bus centers are the Bank, Charing Cross, Hyde Park Corner, Piccadilly Circus, King's Cross, Islington and the Elephant.

Trams of London. As all the tramways or street car lines of London are outside of the West End and "the City," they are of little use to the sightseer unless he wishes to reach some of the suburban districts. The fares are moderate.

Cabs. There are three classes of cabs in London; the "four-wheelers," "hansoms" and "taxi-cabs." The fares vary with the class of vehicle employed.

Maps and Guide Books. It is suggested that the traveler arriving in London familiarize himself with the map of the city. A good guide book will give him an idea of the places he will wish to see and the map will assist him in locating them. Without a guide book the traveler will waste a great deal of time.

Sightseeing in Paris, the City Magnificent

The French Metropolis. Paris is not only the political metropolis of France, but also the center of the artistic, scientific, commercial and industrial life of the nation. It has long enjoyed the reputation of being the most cosmopolitan city in Europe, for here the artist, scholar, merchant and votary of pleasure alike find their special interests.

Seasons. Paris is interesting at all times, although the spring and autumn are generally conceded to be the best seasons, with perhaps a preference for the former. During mid-summer many of the Parisians leave the city, and some of the larger places of amusement are closed.

Guide Book. A guide book containing a good sectional map of the city of Paris is a necessity to the tourist. It will enable

him to save much time and be invaluable in giving the location and description of the many points of interest.

Hotels. The most fashionable hotels are located in the immediate neighborhood of the Place Vendôme, although there are many excellent quarters elsewhere. All the large hotels are provided with modern luxuries, and the charges correspond to the accommodations. "Pensions," where board and rooms may be secured for a reasonable sum, are recommended if a long stay is possible.

Conveyances. Motor omnibuses and tramways cross the city in every direction. There are also tramway lines to Versailles and other suburban points. The fares on all the lines within Paris are the same. Cabs, flies and automobiles are available, each class with its own tariff. Compared with the charges in the United States, the fares are very low.

Shops. The most attractive shops are those in the Grands Boulevards, the Rue de la Paix, Avenue de l'Opera, Rue Royale, Rue du Quatre Septembre, and Rue de Rivoli, but there are large and much frequented emporiums in other parts of the city.

See, also, "Round About Paris," page 25.

Berlin, the City of the Kaiser

A Clean City. The absolute cleanliness of the streets, the orderliness of every municipal arrangement and the strict enforcement of the laws maintaining this ideal condition fill the visitor with admiration. There are no "back yards" in Berlin; balconies filled with flowers ornament the buildings, out-door cafés give glimpses of cheerful sociability, and the traveler is confirmed in his impression that Berlin is a "city beautiful." Much of this appearance of cleanliness and orderliness is undoubtedly due to the fact that Berlin is essentially a modern city. Most of Berlin dates from the end of the Franco-Prussian War, and the traveler must not expect to find relics of mediæval Germany except in the museums.

Famous Streets. Unter-den-Linden is the famous street of Berlin on which are the palaces, the large hotels, the best shops and the parade of social life. Unter-den-Linden runs from the palace of the emperor to the Brandenburger Thor. West of the Brandenburger Thor is the famous Sieges Allée, or Avenue of

Victory, with its thirty-two monuments to the predecessors of Emperor William II. Other famous avenues are the Behren Strasse, the counterpart of Wall Street, and the Wilhelm Strasse, the Downing Street of Berlin.

Shops. Besides the high-priced shops on Unter-den-Linden, excellent shops are located on Leipziger Strasse and Friedrich Strasse in the central part of the city. The crossing of these two streets is the heart of Berlin's retail shopping section.

Trams. The street-car system of Berlin is wonderfully complete and covers all portions of the city. The fare is ten pfennigs, or two cents. A tip of five pfennigs is generally given to the conductor, who will then pay some attention to the passenger and notify him of his arrival at the street where he wishes to leave the car.

Places to Visit. Some of the palaces are open to visitors at stated times during the week. A small admittance fee is asked and a tip or "trinkgelt" should be given to the guide who takes the tourist through the rooms. The Kaiser Friedrich Museum contains many famous paintings. The so-called "old" and "new" museums, including among their treasures many Greek and Roman antiquities, are noteworthy. The Tiergarten, originally a deer preserve, is now a great park, and the collection of animals in the Zoölogical Garden is one of the finest in the world. Many fine statues have been placed in various parts of the city; indeed, as has been aptly said, "the woods are full of them."

Charlottenburg. This suburb, only three miles west of Berlin, is easily reached by tram. It is the center of the American colony, and is also noted for the magnificent mausoleum of the Emperor William I and his parents.

Potsdam. This suburb contains the present summer home of the Emperor, and also Sans Souci, the favorite residence of Frederick the Great. The body of this great soldier lies in a simple coffin in the Potsdam Garrison Church. Napoleon, at the height of his power, visited this church in company with some of his officers. It is said that when he noticed that their hats remained untouched he commanded abruptly: "Hats off, gentlemen. If he were alive, you would not be here."

Passports. It is advisable to carry a passport should the tourist intend to spend a considerable time in Berlin. The possession of a passport is not obligatory, but as evidence of identity

may be required at any time, it is well to be provided with this means of identification.

Norway, the Land of the Midnight Sun

Steamers. The most comfortable way to visit Norway is to travel by one of the magnificent steamers in and out of the fjords or bays of the coast to the North Cape. Stops are made at various ports long enough to give the tourist short shore excursions. There are special ocean yachts for cruising in Norwegian waters. The advantage of travel upon a ship of this kind is the greater space given for cabin and deck room. The ships generally carry their own launches, which simplifies the matter of embarking and disembarking in the shore excursions.

Clothing. As the temperature of Norway is variable and the traveler may go far into the Arctic circle, both heavy and light clothing should be taken. A raincoat and a pair of stout walking boots or shoes are recommended for use on shore excursions, as rain and rocks are sure to be encountered occasionally.

Tourist Bureaus. Steamers carrying excursionists to the North Cape usually have on board a Tourist Bureau for the information and convenience of travelers. For the payment of a very small fee, the representative of the Bureau will make all arrangements for the shore trips, and thus relieve the tourist of every care.

Ship Time. The nautical day begins at noon and is divided into "watches" of four hours each, except from 4 to 8 P. M., which time is divided into two watches of two hours each. Each hour and half hour of the day is announced by the ship's bell. When going eastward the time on board ship is changed daily, being put forward four minutes for each degree of longitude, and in going westward it is set back four minutes for each degree. On shore excursions the traveler should be careful to have his watch set to ship's time as posted daily on the bulletin board in the purser's office. Steamers do not wait for belated passengers.

Hotels. There are good hotels for tourists in Norway, open during the summer, at all places usually visited by strangers. The charges are moderate and the service excellent. Some of the native dishes served are delicious, and the water is good in all parts of the country.

Railways. The railway trains of Norway are composed of second- and third-class carriages, except during the tourist season, when first-class carriages are added to the service. The country has a comparatively small mileage of railroads, practically all owned by the government.

Roads. The government has supervised the building of highways through the interior, and hundreds of miles of good roads make every part easily accessible. The "cariole," a single passenger vehicle, and the "stolkjaerre," made to hold two passengers, are the native carts that can be hired for inland drives.

Money. The monetary unit in Norway, as also in Sweden and Denmark, is the krone of 100 öre. One krone is worth about $0.268 in United States or Canadian money and 1s. 1d. in British money. The following table summarizes the coinage of the three Scandinavian countries and the approximate value of coins and notes in dollars and cents.

Bronze Coins		Silver Coins		Gold Coins		Bank Notes	
1 ore	$0.0026	10 ore	$0.026	5 kr.	$1.34	1 kr.	$ 0.268
2 ore	.005	25 ore	.065	10 kr.	2.68	5 kr.	1.34
5 ore	.013	50 ore	.12	20 kr.	5.36	10 kr.	2.68
		1 kr.	.268	Ducat	2.24	20 kr.	13.40
		2 kr.	.536			100 kr.	26.80
						500 kr.	134.00
						1000 kr.	268.00

These coins are all current in Norway, Sweden and Denmark, and the bank notes are accepted in the large cities of those countries. In making trips into the interior, the traveler should carry the notes of the country which he is visiting.

Touring Sweden, Where the Boats "Go Up Hill"

Göteborg. The tourist from the south or west enters Sweden at the seaport of Göteborg on the Skagerrack. This city of 175,000 people is situated on the southwest coast of Sweden, and is one of its principal ports. In itself it presents few attractions for the tourist, but it makes a good center from which to visit the popular summer resorts of Sweden at Marstrand, Särö or Lysekil. It is at Göteborg the traveler begins his journey through the Göta Canal.

The Göta Canal. This remarkable overland waterway extends from Göteborg a distance of 230 miles to Stockholm, on the southeastern coast of Sweden. The passenger embarks on a comfortable little boat, which will be his home for fifty-six hours, at the pier Lilla Brommen. The progress is naturally slow, but not slow enough to tire the traveler, as there is no monotony in the scenery. While the boat is passing through the numerous locks the traveler may walk along the country roads so charmingly described by Mr. Holmes in the Travelogues.

At Askersvass, while the steamboat is ascending through eleven locks, there is time to visit the Falls of Trollhättan. These falls, while not equaled in Europe, seem small when compared with Niagara. They are six in number, the highest being forty-two feet. They develop 225,000 horse-power, most of which is used for industrial purposes.

Motala. This little town on Lake Vettern is a good point to stop over for an excursion around the lake. An express steamer from Jönköping lands here and will carry passengers for a very moderate fare to the interesting points nearby. The hill of Omberg south of Motala is an objective point for an interesting drive. It is 871 feet high and covered with beautiful forests.

Taxicabs. Fares are moderate. The tariff is invariably posted in the cab and a small gratuity is usually added to this fare.

Hotels. Hotels in Sweden are excellent, and every comfort known to the traveler in his own country is given him in this. Rates are moderate and the tourist can easily find the hotel to suit his purse.

Stockholm. The capital and principal city of Sweden is called by tourists "Little Paris" or the "Venice of the North." By its inhabitants, the city is sometimes called "The Queen of the Mälar," in reference to the beautiful lake on the shores of which it is built. The best views of the picturesque site of Stockholm are obtained from the Norrbro, a bridge of seven granite arches, spanning the small river which is the outlet of the lake, and from the terrace of the Opera House. The "King's Garden" is the chief winter promenade. Other points of interest are: the National Museum, the National Library, the New Riksdag or Parliament Building, the Palace, and the various old churches of Stockholm.

Skansen. A visit to Skansen will prove of the greatest interest, illustrating as it does the national life of the people. Skansen is located in the Royal Deer Park, where seventy acres have been set apart for the express purpose of reproducing, to the most minute detail, the architecture and costumes of the Swedish provinces.

A Journey to Denmark, the Island Kingdom

First Glimpses. The visitor to this quaint country will note with pleased surprise the absence of beggars, for there are none in Denmark. Prosperity is so evenly distributed that absolute want is unknown. The interior towns are the places where the ancient customs and dress of the people are to be found, as the larger cities are conforming to the fashions and manners of other countries.

Copenhagen. This city is the center of trade of Denmark, and its commerce is greater than that of the rest of the kingdom together. Porcelain, among the many other industries of Denmark, is making rapid advancement under this wise government, and the tourist will wish to visit the Royal Porcelain Factory which was founded in 1772. The independent attitude in development of form and color adopted by the Royal Porcelain Factory has afforded a model in porcelain making for the rest of Europe.

Hotels. The largest and most modern hotels have electric light and baths. Restaurants are numerous throughout the city of Copenhagen. A cup of tea or coffee costs ten öre, about two cents. Beer, milk, eggs and "smörrebröd" or sandwiches tempt the appetite of the tourist at the little cafés.

Tramways. The street car system of Copenhagen is very complete and gives the tourist ready access to every part of the city. The fare is ten öre, including transfer.

Cabs. The cabs hold from one to four people and cost about 1½ kroner (about 37½ cents) an hour in the city; two kroner an hour if used beyond the city limits. Half fare is charged for the return, if the cab is discharged at some distance from the center of the city. Small pieces of baggage are carried free. Trunks are charged for at the rate of fifteen öre.

Places to Visit. The Tivoli, near the main railway station, is a large and popular amusement park much patronized in summer. The Old Glyptothek houses the most celebrated collection of Roman portrait statues and busts in the world. The New Glyptothek contains a fine exhibit of Danish and French works. The King's Market is near the center of the old or inner city and is a large irregular space surrounded by handsome buildings. On the east side is the Palace of Charlottenborg, which was built in 1672 and since 1754 has been occupied by the Royal Academy of Art. Near-by is the Royal Theater. A visit to the Round Tower will give the tourist an excellent view of the city. An excursion should also be made to Helsingör, the scene of Shakespeare's "Hamlet;" and to Frederiksborg, where the traveler finds the historical museum of Denmark.

Rural Denmark. Denmark has no great scenic wonders. It has, however, an industrious people who have made their land one of the most productive on the earth. Over eighty per cent of the total area is used for agricultural purposes. Danish eggs are served fresh every day in London hotels; Danish butter is famous all over the world.

To St. Petersburg, the Imperial City of Russia

Passports. Visitors to Russia must be provided with passports bearing the visé of the Russian consul, made within six months of the date of entering Russia. If the traveler takes a steamer to Russia, his passport is placed in the hands of the purser. After his baggage has been examined by the custom's officials at the entry port, the document will be returned to him. If entering Russia by train, a gendarme will take up the passport at the frontier station, returning it after the baggage has been opened and passed by the customs inspectors.

At the hotel the traveler must hand his passport to the manager, who will take it to police headquarters to have it registered. A small fee for registration and a gratuity to the hotel for attending to the matter need not exceed one rouble. Twenty-four hours notice must be given before leaving Russia, and the passport must be so countersigned as to constitute permission to cross the frontier. A small fee of one and a half roubles is paid for this service.

Cabs. The cabs of St. Petersburg are the "droskis" so cleverly described in the Travelogues.

Hotels. The best hotels are roomy, well furnished and inexpensive. Electric light, baths, good beds and an excellent cuisine make the visit to St. Petersburg a very comfortable one.

Climate and Clothes. Warm clothing should be carried, and in winter furs are an absolute necessity. The greatest precautions must be taken in winter against the freezing of the face or hands. The summers are warm and come very suddenly.

Shops. The "Great Bazaar" is the Mecca of the shopper, but the articles displayed are too often of foreign manufacture, and unless the tourist wishes something "made in Germany" it may be advisable to visit the shops of Moscow before buying Russian souvenirs. Shops on the Nevsky Prospect and the Bolchaya Morskaya, in St. Petersburg, show exquisite furs and porcelains.

Places of Interest. The Kasan Cathedral houses the famous icon called "The Lady of Kasan." The Memorial Church of Alexander II, the Fortress, the Alexander I Monument, and the Hermitage, which ranks with the first galleries of Europe, should be visited.

Places of Amusement. The Islands (numbering about forty) in the Neva delta are reached by little steamers leaving the Summer Gardens every twenty minutes. The fare is five to ten kopeks. The Summer Gardens and the Zoölogical Gardens are two very popular places of amusement.

The Nevsky Prospect. Alexander Gardens are the center from which radiate the three principal streets of St. Petersburg. The one which is world-famous is the Nevsky Prospect, the one crowded street of the city, where throng all sorts and conditions of men. The irregular division of daylight and darkness which prevails in this northern latitude have practically made the "day" of St. Petersburg endless. The revelers going home meet the workmen coming to work. The street is three miles long.

Churches. These are second only to the churches of Moscow, and of them all, St. Isaac's is the one which most impresses the traveler with its magnificent severity. The cupola, lantern, and cross are overlaid by hundreds of pounds of gold leaf. The pillars are shafts of granite sixty feet high and the bronze doors should be carefully examined. Attention is called to the pillars

of malachite and lapis lazuli, and the jeweled "icons," in the interior.

Palaces. The imperial palaces of Russia number one hundred and thirty-eight, and a lifetime could be spent in visiting them. The Winter Palace and the Tsarskoye Selo are the ones in which the tourist will be most interested. The Winter Palace fronts the Neva in St. Petersburg and at the back is the square where stands the monument to Alexander I. Permission to visit this palace must be obtained through the Ambassador to Russia. Trains for "the Tsar's village" leave the Tsarskoye Selo Station, St. Petersburg, nearly every hour. The fare is 50 cents, and the trip takes about half an hour. This palace of Tsarskoye Selo has most beautiful grounds lavishly ornamented with graceful fountains and artistic bridges. The Vauxhall restaurant at Pavlovsk, three miles farther on, has delightful concerts, and is an excellent place to dine. The restaurant is at the station.

To Moscow, the Magnificent City of the Muscovites

Heart of Russia. This city, which contains the "Heart of Russia," the Kremlin, holds also many other objects of interest to the traveler. Moscow is four hundred miles from St. Petersburg and but eleven hours by fast express, yet it is wholly different and by far one of the most fascinating places in Europe. St. Petersburg is European; Moscow is Muscovite.

The Red Square. About this square are buildings of special interest. On one side stands the Church of St. Basil. This is so remarkable that once seen it cannot be forgotten and serves as a guide to the tourist in locating the direction of his sightseeing.

On this square is also the enormous Riady or Gallery of Commerce. It is built in a series of arcades which cover the endless number of shops where the traveler can indulge in purchases of shawls from Orenburg, laces from Kaluga, pottery from Poltave, toys from Sergievsky Possad, and wooden spoons from the Balukua District. The distinctly characteristic articles to be looked for here are the wonderful enamels made in the cellars of Moscow, and the samovars and Circassian jewelry. The lacquer work of Moscow is also world-famous.

The *"Thieves' Market"* held on Sunday should not be missed by the tourist. It is held in the Red Square. Old prints, bronzes and icons can sometimes be found and purchased for a few kopeks.

Russian Money. The monetary unit is the ruble of 100 kopeks, worth $0.515. The list of Russian coins and paper notes, with their approximate value in dollars and cents, is given in the following table:

Copper Coins		Silver Coins		Gold Coins		Bank Notes	
1 k.	$0.00515	5 k.	$0.0257	5 R.	$2.575	1 r.	$ 0.515
2 k.	.01	10 k.	.051	7½ R. or		3 r.	1.545
5 k.	.0257	15 k.	.077	½ Imperial	3.86	5 r.	2.575
		20 k.	.103	10 R.	5.15	10 r.	5.15
		25 k.	.128	15 R. or		25 r.	12.875
		50 k.	.257	1 Imperial	7.72	50 r.	25.75
		100 k.	.515			100 r.	51.40
		½ ruble	.257			500 r.	257.50
		1 ruble	.515				

Tips. A gratuity in Russia is called "tea-money." Small tips are customary, a few kopeks being enough for most services.

Cabs. Cabs are numerous and cheap in Russia. The retention of the services of the same cabman throughout a short stay in any city will prove a great convenience for shopping or sight-seeing.

Cameras. Used cameras are admitted duty free, but permission to photograph must be had from police headquarters wherever the traveler happens to be. The best method of avoiding difficulty with the police is to become a member of the Russian Photographic Society on payment of five rubles. The membership card entitles the holder to photograph freely in Russia, except in the vicinity of fortifications, navy yards, railway bridges, and imperial domains.

Trans-Siberian Railway, Through a Land of Promise

The journey by the Trans-Siberian Railway is most interesting. There are many important towns and cities along the line, and the traveler may now cross the vastness of northern Asia with every comfort. The tickets are issued in the form of coupon

books and are good for three months. Passengers from western Europe with a through ticket for the Far East, or vice versa, are not required to procure special passes for the right to cross the frontier.

Advance Reservations. On account of the great demand for accommodations on the Trans-Siberian trains and the limited number of berths, passengers will do well to secure reservations called "place cards," and purchase all tickets in advance. From March 1 until July 15 accommodations on the trains west-bound from Vladivostok and Chang Chun, are reserved, as a rule, and tickets and reservations are sold two or three months before date of departure. The same condition prevails regarding east-bound trains from Moscow and St. Petersburg from August 1 until December 15. Space may sometimes be secured when other reservations have been cancelled.

Train Equipment. The Siberian Express is the train de-luxe of the Trans-Siberian railway. On it passengers from St. Petersburg and Moscow travel without changing cars as far as Irkutsk. At Irkutsk, the passenger continuing his journey takes the train of the International Sleeping Car Company. Each train is provided with a restaurant car and first-class cuisine. The cost of a sleeping-car berth between St. Petersburg or Moscow and Vladivostok is about $35.00. The sleeping-cars are usually divided into compartments containing two berths, a table, chair, reading lamp, and ample hook and rack room for hand baggage. Toilet facilities are provided and on some of the trains there is a shower bath with hot and cold water in the baggage car. First-class carriages are painted blue, second-class are tan color.

Baggage. Thirty-six pounds of baggage are carried free in the baggage car; any excess weight must be paid for. All pieces should be registered at least fifteen minutes before train time. A small fee is charged for registration.

Porters. If, when stopping at stations, the tourist wishes to stroll up and down the platform or visit the excellent buffets which can be found at almost every stopping place, he is advised to hire a porter to watch his hand baggage in the compartment. A few kopeks will more than suffice for this service, and the traveler will be rewarded for his generosity with smiling thanks.

Beverages. Water should not be drunk unless boiled. Good milk may be secured at all railway stations in Russia. Almost

every traveler carries his own tea-making equipment, and makes tea with hot water procured at the station. Vodka is the whisky of Russia. Kvass, a fermented, non-alcoholic drink, made from black bread, honey or berries, is a delicious novelty to the traveler.

Places of Interest en Route. The chief points of interest after leaving St. Petersburg or Moscow are the Ural mountains, Cheliabinsk (the junction of the St. Petersburg and Moscow divisions), Omsk, with its old Cathedral, and the Taiga Forest, through which the train runs for two days. Irkutsk is a large and important city which astonishes the tourist because of its extent and the business activity in such an out-of-the-way corner of the earth. Lake Baikal can be seen in magnificent panorama from the train. Harbin is the important market center of the East, and is also the junction of the Vladivostok and Darien lines of railway. Vladivostok is a city with strong fortifications, fine harbor and large trade. At this point connections by steamer are made with Tsuruga, Nagasaki and Shanghai. At Darien connections are made with steamers to and from Mogi and Shimonoseki, and the Japanese trains also connect with these lines.

Russian Customs. In traveling eastward the hand baggage is examined at Pogranitchnaia, and the registered baggage at Vladivostok. When traveling in the opposite direction both hand baggage and trunks are examined at a station called Manchuria, a short distance from the boundary.

Chinese Customs. Both hand baggage and trunks are examined at the stations Manchuria and Pogranitchnaia on entering and on leaving Manchuria.

A Trip Down the Amur, the Great Gateway to the Pacific

Character of the Land. Since Russia has established her protectorate over the territory known as Mongolia, the character of the country is rapidly changing. As the Siberian trader penetrates southward, the Mongol Tatars are subtly becoming Russianized. Settlers from Russia are here making homes for themselves, and the Russian peasant is even intermarrying with the Chinese. So immense is the region and so diversified are its interests and possibilities that the section seen on a voyage down

one of its rivers is only a beginning of a discovery of the interesting.

Krasnoiarsk is a city of 19,000 inhabitants. It is the seat of the Government of the Province of Yenisseck, and is destined to be an important place.

Supplies. In Siberia, the traveler using the river boats for transportation, in addition to the ordinary luggage needed for personal use, has to carry his bedding, towels, soap, tea, canned goods and crackers, with the necessary utensils for preparing food and heating water. It is not safe to depend entirely on the towns at which the boat may stop, for the stores may not be sufficiently stocked to supply the demand for food. Raincoats and umbrellas will enable the passenger to remain on deck even through inclement weather.

Photography. Now that the country is being garrisoned so strongly by the Russians the traveler must use the greatest discretion in photographing, as it is forbidden in the vicinity of fortifications. At Vladivostok the tourist can only obtain pictures from the windows of his hotel, and then only at the risks of the confiscation of his camera and of a heavy fine.

Vladivostok. This is an interesting town begun in 1860, and built on the sloping shores of the pretty bay which forms a part of the Japanese Sea. It has a cosmopolitan population of about 50,000 inhabitants. The harbor is particularly fine and the port is accessible at all seasons of the year. Vladivostok is supplied with good hotel accommodations. The cuisine is excellent and electric lights and baths are to be found here, as well as every other equipment of a modern hotel.

A Sojourn in Peking, the Capital of China

Its Attractions. The vast country of China and its almost numberless population offer endless attractions to the tourist. The strange customs of the people, their homes and temples, the beautiful objects of art in the quaint stores, the people themselves—all are supremely fascinating to the Occidental, even though he understands them but little.

Peking. This city is not only the capital of China, but it is one of the great capitals of the world, and so absolutely unique that the traveler will consider it also one of the world's great

spectacles. It is a city of three parts, the Imperial Palace lying within the confines of the Forbidden City, which in itself is surrounded by the Tatar City, and, outside of all, the Chinese City. The Temple of Heaven, the Confucian Temple, the Yellow Temple, Lama Temple, Observatory, Examination Hall and many palaces offer much to see that is worthy. The Great Wall of China will be seen in the best state of preservation at Nankow Pass, about two days journey from Peking.

Hotels. The hotels of the Orient under European management excel the hotels of Europe. The Chinese service is ideal and the slightest want of the traveler is anticipated. A servant is always in attendance.

Guides. It is best to secure from the hotel or a reliable agency the services of a licensed guide. This man will not only know where to take the tourist sightseeing, but will know the best shops and act as interpreter and protector. These men are so faithful, so untiring, so eager to please, that the traveler adds with pleasure the "cumsha" or tip, to the small sum charged for all this devotion. About three dollars a day Mexican, or one and a half dollars gold, is the usual fee.

Currency. The currency of the different sections of China is not uniform and the coins of one province are not always accepted in another. The coast cities and the large cities of the interior use the Mexican dollar as the monetary standard and an article is priced at so much "Mex" (Mexican) or so much "gold." Mexican and British colonial silver dollars are imported in large numbers. At the hotels and the large shops in China, American and English gold and travelers' checks are accepted. The gold is always at a premium, which fluctuates daily. The traveler is advised to have always with him a quantity of small Chinese coins to use for inevitable "cum sha." "Chin-chin cumsha" is the first Chinese the traveler hears and it comes from the lips of every beggar in China—"Greeting, a gift!"

Shopping. It is customary to "bargain" in China. When the price of an article is named the shopper asks "Mex?" The merchant answers "Mex" or "gold" as it happens to be, and the price asked is generally two or three times the sum he will finally accept. A great deal of dramatic ability is often exhibited in the "bargaining." The traveler shows indifference for the object he longs to possess; the merchant scorns the price offered; the

traveler is obdurate and perhaps leaves the shop, taking care to linger outside; the merchant relents and names a lower price; the traveler re-enters to say he will not pay so much; and after a while the agreement is made, the traveler leaves with the coveted object, triumphant over securing at so small a cost such a beautiful treasure. The merchant rejoices at having made perhaps two hundred per cent on the sale.

The Forbidden City, or a Visit to the Home of "The Son of Heaven"

A Sacred Place. Now that the mysterious enclosure which was the heart of Peking has been laid open to the gaze of the world, it is with something of awe and involuntary reverence that the traveler enters the once sacred and forbidden place. Much of the grandeur has passed with the vandalism of the unthinking soldier and many treasures have been lost to the world, but there still remains enough to delight and amaze the traveler who sees China for the first time.

Entrance Fees. A small fee should be given the "gateman" who admits the tourist and his guide into any tomb, temple or house. In the temples it is customary to place a coin in the "contribution box" of the priests. This is only a matter of courtesy.

Vehicles. The sedan chair and the jinrikisha are the means of transportation about the city most used by the traveler. The jinrikisha is a two-wheeled cart which is drawn by a coolie. The sedan chair is what its name implies, a chair swung between two poles which rest on the shoulders of the two coolies who carry it. There is usually a little canopy over the chair. The fare for jinrikishas is about forty cents (Mexican) an hour, or twenty cents gold. The rate for sedan chairs is eighty cents Mexican or forty cents gold. When stopping at a tea house or restaurant it is customary to give the coolies who carry the sedan chairs or draw the jinrikishas "tea-money" (the coolie term for a gratuity) or buy them some tan-san or ginger ale. These little courtesies, though expected, always give great pleasure.

Clothing. Clothing such as worn in the temperate zone in a similar latitude is suitable in China. The visitor to China finds that it is not a nation of laundrymen; yet clothes will be

cleansed and cared for at very little expense. In warm weather linen and pongee suits, which are light and easily cleaned, are worn by both sexes.

Beverages. It is not safe to drink the water of China. Drink bottled waters with English or American label or the Japanese bottled water "tan-san." Ginger ale and lemon-squash are also popular in the Orient.

An Excursion to Seoul, the Metropolis of the "Land of the Morning Calm"

The Approach. Korea, or Cho-sen, as it is called by the natives, was the last of the Oriental nations to open its doors to the outside world. Since its occupation by the Japanese, railroads and steamship lines make Korea easily accessible. The climate is usually delightful.

Seoul. The capital of Korea is the center of a very ancient culture, now rapidly becoming Japanese. It is surrounded by a wall of stone, twenty feet high and 89,610 feet long. In this wall are eight large gates each surmounted by a two-story building with wide projecting roofs. The Nan-daimon or "South Gate" and the To-daimon or "East Gate" are the finest.

Hotels. The traveler can find comfortable accommodations and excellent service at the European hotels and Japanese inns of Seoul.

Water. As in other Oriental countries, the water of Korea should be boiled before drinking. Bottled waters which are sealed, tan-san, and ginger ale are the beverages mostly used by the tourist in this "thirsty land."

Money. The money of Japan now current in Korea is the simplest of Oriental currencies for the traveler to comprehend. The monetary unit is the yen, of 100 sen. The yen equals fifty cents American; the sen is equal to half a cent American. English and American gold is accepted and is always at a premium. Travelers' checks are now taken at the hotels and large shops.

Streets. Some of the streets of Seoul are broad and well paved, others are very narrow and Oriental in their turnings. The street leading up through the city from the south gate is the principal thoroughfare.

Trams. The modern electric street car has been accepted by this conservative people, so that now the traveler need not ride in the native vehicles unless through preference.

Guides. It is best to secure a licensed guide who will arrange trips to the various places of interest. The compensation asked is very small, and a trifling sum is usually added as a gratuity by the tourist.

Places of Interest. The traveler visiting Seoul should see the Marble Pagoda, the Rock Image of Buddha, the Tomb of Queen Chung, the Buddhist Temple, the Temple of the War God, and the Keum-Kyu, or old Imperial Palace. Independence Arch is also noteworthy.

Hunting. The hunters of big game will find excellent sport in the tiger hunting to be had in the interior of the country. Smaller game abounds in the vicinity of Seoul.

A Jaunt into the Interior of Japan, from Nikko to the Rapids of the Tenryugawa

Yokohama. Yokohama, the great port of Tokyo, is located on the island of Nippon and is the great eastern port of Japan. At Yokohama the tourist will wish to explore some of the marvelous shops, visit the "Tea-house of a Hundred Steps," and plan a day's excursion to Kamakura and Enoshima, to visit the interesting temples and monasteries. At Kamakura is the wonderful Dai Butsu or great bronze image of Buddha.

Nikko. From Yokohama or Tokyo the traveler finds Nikko easy of access. There is a common saying in Japan which freely translated means "Do not say 'beautiful' before you see Nikko." The traveler, after he has seen this famous place, will concede that the word "beautiful" is inadequate. Here are the burial places of the Shoguns of the Tokugawa line. In their sylvan setting, these temples of exquisite carvings and red lacquer, perfect in every detail in spite of the passing years, are the loveliest things in Japan. Here is the red lacquer bridge over which formerly none but the Shoguns passed. The Sanbutsudo is the hall of the Three Buddhas. Mangwanji is the principal temple. The most beautiful object is perhaps the Yomeimon, the "gate passing a day," so called by the Japanese because visitors never tire of inspecting its marvelous workmanship even

though it detain them a whole day. Other attractions in the neighborhood of Nikko will hold the traveler in the region as long as his time in Japan will allow. He should particularly notice the avenue of cryptomenia trees, unique in Japan.

Transportation. The kuruma or jinrikisha is the ideal vehicle for a trip through Japan. The railways, which are excellent, can be used for the longer distances, but for the leisurely sight-seeing from place to place the kuruma, with the kurumaya to act as devoted servant, guide, and interpreter, as well as horse, is absolutely unrivaled. The kago or chair is used in mountainous districts.

Money. The decimal system and a gold standard has been used in Japan since 1897. The monetary unit is the yen—100 sen—worth about fifty cents. One sen equals 10 rin. There are three copper coins, the 5 rin, 1 sen and 2 sen; a 5-sen nickel piece, 10, 20, 50 and 100 sen or 1 yen, of silver, and 5, 10 and 20 yen of gold. The Bank of Japan also issues paper money in denominations of 1, 5, 10 and 100 yen. For long journeys, it is best to carry the paper money.

Clothing. About the same clothing is required for Japan as is used in the temperate zone of North America. Linen and pongee are worn by travelers in the summer time. Low shoes are more convenient than high ones, as in entering the immaculate Japanese houses or inns it is customary to slip off the shoes at the door. This is not absolutely required, but is a courteous observance of the customs of the travelers' hosts, the Japanese, a race whose courtesy is world-famous.

Visiting the Cities of Japan, from Tokyo to the Sacred Islands of the Inland Sea

The Seasons. The best seasons to visit Japan are the spring and autumn. During the months of April and May the spring flowers are in bloom and the cherry blossoms cover the earth with a pink cloud. In October and November the gorgeous display of chrysanthemums and maples will delight the tourist. But in Japan every season has its flower festival.

Passports. Foreigners can now enter Japan without passports. The traveler stopping at any of the Japanese inns is required to register his name, nationality, age and profession.

Hotels. The coast cities of Japan have hotels as beautiful, as elegantly furnished, as convenient, and in many ways more comfortable than the hotels of other nations. The service is Japanese, but the cuisine is usually under the direction of a French chef. The Japanese inns of the interior are charming places, beautifully clean. Guests are excellently served by smiling, polite natives. The rates are very moderate.

Tokyo. This city is the capital of the Empire. Here is the Imperial Palace, which the public may not enter. The traveler should visit the Yushukan or Museum of Arms, and the Yasukuni-Jinsha, a celebrated Shinto Temple. Shiba Park, ten minutes' ride by ricksha from the center of the city, is the site of the great Buddhist Temple, Zojoji. Hibiya Park is the principal amusement park of the city. The Koyakan or Maple Club furnishes an excellent Japanese dinner or afternoon tea to the weary traveler and is one of the sights of the city. The Sengaku-ji, known as the "tombs of the forty-seven Ronins," is well worth a visit. In the Uyeno Park are the Imperial Museums, the Zoological Gardens, the Fine Arts School, Academy of Music and Public Library. In this park is a little lake noted for its lotus flowers, and near by is the Imperial University. Here also in Tokyo is the famous school of Ju-jitsu; the Ikebana, where is taught "The Art of Arranging Flowers"; and the Chano-yu, where instruction in the conducting of "The Ceremonial Tea Service" is given.

Kyoto. This is the artistic center of Japan. The streets are clean and the plan of the city orderly and easily understood. Kyoto is noted for its fine porcelains, embroideries, silks and velvets, bronzes and metal work. There are here 878 Buddhist temples and eighty-two Shinto shrines. A number of tea houses and restaurants will be found in Maruyania Park. This place is celebrated for its cherry blossoms. From the Yasaka-no-to, the five-storied pagoda, there is to be had an excellent view of the city.

Kobe, Osaka and *Nagasaki* are towns easily accessible by train or boat to the traveler. Nagasaki is a fortified town and has large ship-building yards, which the public cannot visit. The little fishing village of Mogi, five miles from Nagasaki across the mountain, is a charming place to visit and a popular summer resort.

Shops. The tortoise shell of Japan is famous the world over and much desired by tourists. Purchases should be carefully made at the shops known for the quality and workmanship of their wares, as inferior goods and clever imitations are widely offered for sale. A beautiful product, of gun metal, inlaid with gold and silver, rivals the old Toledo work of Spain and is called Damascene work. Porcelains, silks, lacquer work, beads and toys bewilder the traveler with their exquisite beauty or grotesque charm.

Photography. Cameras and sketch books are prohibited in all parts of Japan within six and a half miles of any fortification. The rules are very strictly enforced and a smiling officer will politely take the camera suspected of containing forbidden views and expose the film to the light, thus making sure that no photograph will result. Cameras are used in the interior by special permission from the police.

Touring the Hawaiian Islands, the Paradise of the Pacific

Charm. To the traveler who has once experienced the delights of a trip to these "happy isles" there is ever the desire to return. Those who stay longest love it best. Hawaii is the largest island of the group, having nearly two-thirds of the total area. Upon its rugged breast stand the two great volcanic mountains, Mauna Kea and Mauna Loa. From the sides of the latter burst the fires of Kilauea, the largest active volcano in the world. Kilauea is a pit crater, not a cone, and its rent is a hole in the ground. The Volcano House stands at the very edge of the outer pit, which is 500 feet deep and eight or nine miles in circumference. The native name for the crater is Hale maumau—"House of Fire."

Honolulu. This city on the island of Oahu, with a population of over 53,000, is the port through which the traveler enters Hawaiian territory. It is a delightful city with environs of singular charm. The lavish foliage of the tropics is here found, for the setting of Honolulu is in the semi-tropical surroundings of a land where "it is always afternoon." The people are noted for their courtesies and hospitalities, which multiply in geometrical progression the longer one stays. The National Palace,

Government Buildings and old mission landmarks are open to visitors. The harbor of Honolulu, with its many ships from foreign lands, is a scene of never-ending interest.

Hotels. The hotel accommodations are excellent. Small cottages throughout the city of Honolulu may be rented for a very moderate sum if the traveler intends to stay for an extended period. The "guest homes" are furnished comfortably and meals are taken at the "large house" to which the smaller "guest homes" belong.

Local Transportation. Electric railways traverse Honolulu and extend to the suburbs. Automobiles are available for long drives, and taxi-cabs and carriages meet all steamers and island trains.

Places of Interest. The traveler will enjoy an auto ride to the "Punch Bowl," the crater of an extinct volcano, a few miles northeast of Honolulu. The Country Club lies north of the city, and is reached by an excellent road passing the Royal Mausoleum. Another excursion is to Pearl Harbor, nine miles by rail, through rice fields, cane fields and banana plantations, to the beautiful harbor where the traveler will find a charming seaside resort.

Waikiki. This suburb is easily and quickly reached either by electric train or automobile. Here the characteristic surf-bathing of the natives may be seen at almost any time. The way to this beach of Honolulu fashion is lined with beautiful villas, each with its boat- and bath-house facing the water. The return journey may be made via Beretama Street and the grounds of Oahu College. Here, if the season be right, an evening visit will afford one of the unique sights of the world, a hedge of night-blooming cereus, with thousands of fragrant blossoms, extending for hundreds of yards.

Railways. The railway lines of the Hawaiian Islands are necessarily short and do not penetrate far into the interiors. The railways connect the most important cities on the coast.

Inter-island Steamers. The excellent service of these inter-island steamers makes it possible for the traveler to reach any one of the islands without difficulty, and each has its attraction. On Maui is the crater of Haleakala, the largest extinct volcano in the world, a marvelous example of the cooled walls and fire-boxes of nature's greatest blast furnace. Among the islands

one may also visit the coffee, sugar and pineapple plantations for which these isles are famous.

A Trip to the Edge of China

Hongkong. Arriving at Hongkong the landing is made by tender from the ship to Blake's Pier. The hotels have private launches for landing and embarking passengers and their baggage. As Hongkong is a free port, there are no customs formalities, and the traveler can choose his hotel and speedily be "at home." The island of Hongkong is about ten miles long and averages three and a half miles wide, with a deeply indented southern coast line. On the north shore is the city of Victoria, fronting one of the finest harbors in the world. Back of the city rises the "Peak," a mountain about 2,000 feet in height, upon which are built the summer homes and hotels of the island. The city has a population of about 350,000 people, among whom all races are represented. The Chinese predominate—a courteous, energetic people. Their quiet, respectful demeanor, their courteous attention and civility are in sharp contrast to the conduct of some of the representatives of the Western nations.

Hotels. Excellent hotels are found at Hongkong, and the tourist will find this a most delightful city in which to spend the winter season.

Local Transportation. In going about the city or in trips to the suburbs, sedan chairs and jinrikishas are used. All jinrikishas and sedan chairs are numbered, showing that they have received the official license. As the government controls the licensing and the charges, the rates are very reasonable. The Kowloon ferry makes frequent trips to the mainland of China, and for trips around the harbor the native boats called sampans are convenient.

Shops. On Queens Road one finds the fascinating shops, where the finest silks and embroideries may be purchased. There are no workmen in all the world to equal the painstaking Chinese, and the products of their skill are unexcelled. Here at Victoria, all the wares of China, Japan and India are displayed in the arcade shops, with novelties in bamboo, teakwood, ivory, porcelain and lacquer. Men of all races and religions mix in the streets and add to the bewildering scene.

Places of Interest. The Botanical Gardens, Bowen Road, the great reservoirs at Wong-nei-chong Gap and Tytam, the Happy Valley, the Pavilion on the Peak and the lovely "Flower Market" are all attractive to the traveler. The Ko Shing Theater is in the Chinese section (West Point). Some of the finest Chinese actors are here to be seen. Shau-ki-wan and Tai Koo, beyond Causeway Bay, can be easily reached by tram ride. A visit to the preserved ginger-root factories at Yam-a-ti is an interesting assurance of the perfect cleanliness of this famous product of China.

Canton. Canton is about ninety miles from Hongkong, and is a night's ride by steamer or about five hours' ride by rail from that point. The water life of Canton is one of its most peculiar features, as thousands of boats floating on the rivers and creeks provide homes for countless multitudes. To see the Canton of the Cantonese, it is necessary to have a guide, who comes well recommended by a hotel or reliable tourist agency, and the price of his services definitely agreed upon. Canton is the metropolis of China, with a population variously estimated from four to eight million. The streets are seldom more than eight feet wide and so constructed that they get the breeze and at the same time shut out the direct rays of the sun. The water of Canton is unsafe for drinking purposes. Tourists may find it advisable to drink the bottled waters, tan-san, or ginger ale.

Places of Interest. The kingfisher feather workshops, rice-paper picture painters, the Temple of Five Hundred Genii, the embroidery shops, the Temples, the Taoist Monastery, the City of the Dead, Flower Pagoda, the Gate of Virtue, and the Street of Carved Ivories and Street of Jade Stones will prove of great interest to the tourist. Also the famous Water-clock, which has kept the time of Canton for over a thousand years.

Money. English gold at a premium is accepted in Canton. Hongkong money is not taken. Canton money should be exchanged before returning to Hongkong.

Shanghai. Three days by steamship from Hongkong is the interesting city of Shanghai. The foreign settlement is thoroughly distinct from the native town, and is practically European in its architecture and manner of life. Here are the famous Mandarin Gardens and the Tea House pictured on the blue china plates of our great-grandmothers. The hotels are excellent.

First-class river steamers ply between Shanghai and Hankau, the greatest tea port, touching at many cities, and traversing the tea-growing section. If the traveler has the time, a visit to the tea-fields will amply repay him.

A Visit to Manila, the Capital of the Tropical Far East

Attractiveness. Within the last few years travelers have begun to appreciate the fact that the Philippine Islands have wonderful charm of scenery, immense natural wealth, and are not only beautiful to look upon but offer a profitable field for investment.

Manila. The chief city of the islands in point of size and the port at which the traveler will enter, is the capital, Manila. At the entrance to the harbor stands one of the strongest fortified places in the world, Corregidor; behind the breakwater lies the magnificent harbor, where the depth of water, over thirty feet, permits the largest steamers to land directly at the wharves. To the south is the Old or Walled City, while the new commercial section is on the north bank of the Pasig.

Customs. Dutiable articles, such as tobacco, spirits and curios, may be stored at the wharves at slight cost until the traveler is ready to depart; firearms are prohibited.

Water. Since the American occupation, sanitary conditions are so improved that the water supply is adequate and perfectly safe for drinking purposes.

Climate. The sun is warm in the middle of the day, the nights cool and frequently necessitate blankets. This is in the lowlands, but as one attains greater elevations the nights grow colder, until at the high levels of the Benguet range, ice often forms in the streams.

Places of Interest. The "intra muros" or old walled city of the Spaniards has five gateways, and is less than two miles in circumference. The old churches of Manila are of more than passing interest. The Augustinian on Calle Palacio is the oldest, as it was begun in 1599. In Calle Arzobispo is the Jesuit church of St. Ignatius, noted for its remarkable wood carving. The Cathedral of the Immaculate Conception, facing the Plaza McKinley, is of Roman Byzantine architecture. Several other

churches of interest are within walking distance of the Plaza McKinley.

Drives. Manila should be the Mecca of the motorist because of its beautiful roads. A drive of especial delight and interest is that along the Luneta to the band concert about five in the afternoon. Almost equally pleasing are the drives to Santa Ana, returning by Calle Nozaleda, and to San Juan Bridge, returning by way of San Miguel.

Meteorological Observatory. One of the most famous observatories in the world, this station is conducted by the Jesuit Fathers, whose long experience in tracking out the course of a typhoon has proved of untold service. Information as to when visitors are allowed to visit the observatory may be obtained at the hotel.

Bilibid. The great reformatory prison in Manila is the largest as well as one of the most remarkable prisons in the world. It is located just outside the city.

Shopping. There are hats, embroideries, laces, "pina" and "jusi" cloth and innumerable curios to delight the traveler in search of souvenirs. Shopping is done in the Escolta. This street is reached by the Bridge of Spain or the Santa Cruz Bridge. Shopping and sight seeing in Manila should be done in the early morning, certainly before eleven o'clock, as business is practically suspended during the heat of the day. In the last few years most of the shop-keepers have learned to speak English.

Motoring. The roads built by the Americans in the Philippines are equaled only by the roads of France. Long automobile rides are the delight of the traveler, and several garages have good machines for hire. A visit to Baguio, the summer capital of the Philippines, is of the greatest interest, as it takes the tourist into the interior of the island of Luzon, some distance above the sea level.

Touring the Yellowstone National Park, the Wonderland of America

Entrances. Modern transportation has made the Yellowstone and its marvels easily accessible. The railroad entrances to the park are on the north and the west. Gardiner, Montana, is the

northern gateway and Yellowstone, Montana, the western. Camping parties often come into the park through Cody, Wyoming, on the east, and Jackson, Wyoming, on the south.

Superintendent. The commanding officer at Fort Yellowstone is acting superintendent of the reservation. All rules and regulations are made by the Department of the Interior, and printed copies of these rules will be found posted in all the hotels and camps in the Park.

Government Supervision. Two companies of United States cavalry are stationed at Fort Yellowstone. During the season detachments of these troops are placed in different parts of the reservation. They patrol the Park, guard against forest fires and prevent acts of vandalism. They have authority to arrest anyone violating the Park regulations.

Park Transportation. The tour of the Yellowstone is made in stage coaches or surreys, and the transportation facilities found here are a unique feature of the trip. The government has constructed a system of macadamized roads of easy grade throughout the Park, and these are kept sprinkled daily during the season. No railroads, electric lines, or automobiles are allowed to enter the reservation set apart by the government for the preservation of natural phenomena.

Through the Park. Travelers through this Wonderland have the choice of stopping at fine hotels, or at permanent or movable camps. On either the hotel trip or camping trip, saddle-horses are obtainable at established rates. The scheduled trip is five and a half days, but there are numerous points of interest to detain the visitor who can spare the time, and stop-over arrangements may be made with the transportation agent at the respective stopping points. Numerous tourists organize parties with their own or chartered outfits and stop whenever and wherever they desire. Licenses are granted to firms and individuals to conduct camping parties, and full information about such guides may be obtained from the park superintendent at Mammoth Hot Springs.

Baggage. When the tour of the Park is made by stage-coach a limit of twenty-five pounds is put upon the baggage carried for each individual. Trunks are not transported through the Park, but are stored free of charge at either Gardiner or Yellowstone. There are no photographic restrictions.

Clothing. Warm clothing should be worn, and one should be prepared for sudden changes of weather and altitude. Good everyday clothes, golf and bicycle suits are suitable for both men and women for park traveling. Linen dusters and overcoats may be hired at either entrance and at reasonable prices for the trip through the Park. Wraps should be kept at hand, and easy, thick-soled shoes worn, as at Mammoth Hot Springs and among the geysers tiny streams of warm water may be encountered. Tinted glasses and serviceable gloves should certainly be a part of one's outfit, and a pair of field or opera glasses will be found useful.

Hunting. As hunting is forbidden, any firearms carried by tourists are officially sealed at the Park entrance. Severe penalties are imposed if the seal is broken within the limits of the Park. All weapons may be left without charge in the care of the officers at the various entrances to the Park.

An Excursion to the Grand Cañon of Arizona, the Acme of Sublimity

The Approach. The traveler usually enters the Grand Cañon from Williams, Arizona, the ride by rail being of three hours' duration. There is also a first-class wagon road from Flagstaff to the Grand Cañon at Grand View, a distance of seventy-five miles. This road is open for travel in spring, summer and fall, and the trip takes two days each way by wagon. Supplies, camp outfits and teams are procurable in Flagstaff.

Hotels. There are now two hotels in the vicinity of the Grand Cañon, at the head of two of the principal trails, that offer every comfort to the tourist. The water used for all purposes is hauled by rail from Del Rio Springs, over 100 miles distant. A cozy lodging in cabin or tent may be had at camps adjoining these hotels by anyone who prefers the simpler accommodations.

Transportation. Horses and carriages may be hired at very reasonable rates for drives along the rim of the Cañon; trail animals and guides are furnished for trips down the trails. Horseback riding is a favorite pastime.

Clothing. If the tourist intends to do much tramping, stout, thick shoes should be provided. Ladies will find that short walking skirts are preferable for the horseback journey down

the zigzag trail. Traveling caps and (in summer) broad-brimmed straw hats and linen dusters are usefui adjuncts. Otherwise ordinary clothing will suffice. A field glass should be brought along. Divided skirts and straw hats may be rented at the hotel.

Camping Trips. Camping trips with pack and saddle animals, or with wagon and saddle animals, are organized, completely equipped and placed in charge of experienced guides. On account of weather conditions, camping trips from October to April should be planned for points in the Cañon, and from April to October they may be planned for both in the Cañon and on the rim. Rates vary with the different outings, and arrangements for the trips are made at the Cañon hotels, Williams or Flagstaff.

Drives. Regular trip drives may be planned, the most interesting being to Mohave Point, Hopi Point, Hermit Rim Road, Yavapai and Grandeur Points, Grand View, Bright Angel Point and Dripping Springs. Rates vary according to the trip.

Trails. The four easiest descents of the south wall of the Cañon near the granite gorge are: the Grand View Trail, the Bright Angel Trail, the Hermit Trail and Boucher Trail, at Hermit Basin, and the Bass Trail. Amongst other trails outside of the district named are Lee's Ferry Trail, Hopi Indian Trail and Diamond Creek Road. At each point the Cañon presents a different outlook, and each scene vies with the other in indescribable grandeur. Horseback trips over any of the trails into the Cañon are permitted only in the company of a guide. This rule is merely a matter of precaution.

A Visit to Moki Land, the Home of the Cliff Dwellers of Arizona

To Moki Land. An interesting trip to the "mesas" or table-lands upon which the cities of the Hopis are built, can be made by leaving the railroad at Gallup, New Mexico, and driving a distance of one hundred miles across the intervening desert and mountains. Automobiles at a rate of about $10.00 per day can be hired to take the traveler very comfortably on his way to the distant pueblos. Stops may be made at the Mission of St.

Michaels and at Ganado. Ganado is an interesting trading post, where the traveler may stop for the night.

Winslow, Arizona, is another gateway into this country. From this town it is seventy miles—a two-days' trip—across the desert to the first "mesa." A wagon or automobile can be hired at Winslow from a liveryman, who will also provide a camping outfit.

The Painted Desert. The trip from Winslow to the pueblos is made through the famous Painted Desert of Arizona, and will long be remembered as an event in the life of the traveler. In this region, also, though at a distance of some miles from the road, lie the Petrified Forests of Arizona, the Aztec Ruins and the Indian Hieroglyphics which still puzzle scientists. The villages or pueblos on the mesa in this excursion are Oraibi and Walpi. These are generally visited by travelers.

History. In 1540 Francisco Vasquez Coronado, accompanied by several hundred soldiers, invaded this region in search of the mythical seven cities of Cibola. Coronado and his men did not find the golden cities of their quest, but they did discover and conquer the province of Tusayan, now known as Hopi Land or Moki Land.

Hopi Houses. The Hopi houses are made of adobe, with flat roofs, from which entrance is made to the rooms below. The roofs are reached by means of ladders, which can be drawn up, making the house then inaccessible to anyone from the street. The houses are placed in clusters high up on the plateau above the surrounding plain, thus giving the name "cliff-dwellers" to their inhabitants. The rooms are little and low, as the Hopi Indian is of small stature. The floors and walls are clean and the rooms orderly.

Dances. Every month has its own particular festival at which characteristic dances are given. They have different significances—some are an invocation for rain, others for a bountiful harvest, still another for a general thanksgiving, etc. All are picturesque and interesting.

Oraibi. The largest and most important of the pueblos is Oraibi. Here, in August of every alternate year, is held the great religious demonstration known as the "Snake Dance." Oraibi is picturesquely situated on a high, rocky plateau or mesa. Its inhabitants have managed to retain the manners and customs

of their ancestors of centuries past, and also much of their independence. A stay of several weeks among this interesting people presents many fascinating features. Artists and students of the tribal customs and ceremonies of the American Indian are often in residence here. Indian houses, clean and comfortable, may always be rented for any length of time desired.

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